



COMDTINST 16465.47

OCT 8, 1993

COMMANDANT INSTRUCTION 16465.47

Subj: PRE-POSITIONED OIL SPILL RESPONSE EQUIPMENT

- Ref: (a) District Response Groups/District Response Advisory Teams, COMDTINST 16465.41
(b) Civil Engineering Manual, COMDTINST M11000.11A
(c) Casualty Reporting Procedures, COMDTINST M3501.3D
(d) Standardization of Alterations to Marine Environmental Protection Equipment (MEPALTS) and Major Maintenance Funding Procedures, COMDTINST 16451.6
(e) Vessel of Opportunity Skimming System (VOSS) Operating and Maintenance Manual (NOTAL)
(f) Foam-Filled Open Water Oil Containment Boom with Boom Deployment Container Technical Manual (NOTAL)
(g) Oil Recovery Barges Operating and Maintenance Manual (NOTAL)
(h) 42 Foot and 48 Foot Dropdeck Trailers Maintenance Manual (NOTAL)
(i) Inflatable Containment Boom Operating and Maintenance Manual (NOTAL)

1. PURPOSE. This Instruction provides policy, guidance and information on storage, maintenance, training, and deployment of pre-positioned oil spill response equipment for all units involved with operations or support of this equipment.
2. ACTION. Area and district commanders, commanders maintenance and logistics commands, and commanding officers of headquarters units shall ensure compliance with the provisions of this instruction.

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3. DIRECTIVES AFFECTED. This instruction augments guidance in reference (a) regarding the role of the District Response Group (DRG) and the District Response Advisory Team (DRAT) as related to pre-positioned equipment.
4. BACKGROUND. Pursuant to the Oil Pollution Act of 1990, the Coast Guard initiated a program to distribute and maintain oil spill response equipment at selected pre-positioned sites throughout the country. Pre-positioning of equipment and other initiatives under the Coast Guard oil spill response program are intended only to supplement the oil industry's response program. While the oil industry has the primary responsibility for maintaining and using most spill response equipment, the pre-positioning of additional Coast Guard equipment nationwide increases the Coast Guard's initial response capability.
5. RESPONSIBILITIES. Commandant (G-MEP) will provide program policy and guidance with regard to procurement, funding, delivery, maintenance, training and deployment. Commandant (G-ECV) will provide maintenance guidance and engineering support. The National Strike Force Coordination Center (NSFCC) will provide operational oversight of delivery, maintenance, training and deployment and will administer the national maintenance contract. District (m) will place pre-positioned equipment on the district property ledger and provide coordination and oversight of storage, transportation and deployment.
6. PRE-POSITIONED SITES. Enclosure (1) is a map of locations where equipment will be sited and maintained. Commandant (G-MEP) selected sites for pre-positioned equipment based on locale, oil transportation density, and risk of spills. The locations selected provide logical hubs for storing equipment for rapid deployment within the region. Over time, the factors influencing the locations of pre-positioned equipment may change. All requests for changes to initial site locations should be sent to Commandant (G-MEP) via the NSFCC for review and modification.
7. EQUIPMENT DESCRIPTION. Enclosure (2) is a description of the equipment being delivered.
8. STORAGE.
 - a. District (m) is responsible for securing adequate storage space for the equipment. If adequate storage space is not available at a Coast Guard facility, the district office should pursue long-term no-cost or low-cost agreements to utilize excess space at a federal, state or local government facility. If a district is unable to obtain a no-cost or low-cost agreement, the district office should notify Commandant (G-MEP) and request authority to lease a commercial warehouse.

- b. If a suitable commercial warehouse is not available, district (m) should consult Commandant (G-MEP), Commandant (G-ECV) and NSFCC to discuss alternatives and required changes in maintenance and logistic planning. If outside storage is used, the equipment may require more frequent maintenance. An acceptable temporary alternative to inside, covered warehousing may be the use of flexible dry storage shelter systems which are being procured for the National Strike Force (NSF) by Commandant (G-ECV). These systems are enclosed shelters with electrically powered dehumidifiers. These shelters can be used either outside or inside a warehouse to reduce the need for maintenance. If appropriate, the district office should submit a planning proposal for construction of a suitable storage facility in accordance with reference (b) and in consultation with Commandant (G-ECV).

9. MAINTENANCE.

- a. NSFCC Responsibilities. The NSFCC is responsible for national oversight of the equipment maintenance program and the implementation and management of a national integrated logistics system for pre-positioned equipment. A national maintenance contract will cover scheduled preventative maintenance and repair of equipment at all sites commencing in fiscal year 1994.
- b. District Responsibilities. District (m) should assist the NSFCC in performing quality assurance inspections of equipment maintenance completed by the national maintenance contractor. Additionally, district assistance may be required to help coordinate with the national maintenance contractor for logistical support, i.e., load handling equipment.
- c. National Maintenance Contract.
 - (1) As members of the National Response System, the Navy Supervisor of Salvage (SUPSALV) and the Coast Guard have executed a Memorandum of Understanding (MOU) to add Coast Guard pre-positioned equipment to an existing SUPSALV equipment maintenance contract. This contract uses an engineering firm to maintain, repair, test, improve, and operate all SUPSALV Emergency Ship Salvage Material (ESSM).
 - (2) Through this national maintenance contract, a preventative maintenance system (PMS) will be developed. All maintenance associated with pre-positioned equipment will be provided by this contract. Local arrangements do not provide for a national uniform level of readiness and will not be used once the national maintenance contract is in

place. This maintenance contract will include scheduled maintenance requirements as well as repairs and MEPALT installations. PMS will be completed by the national maintenance contractor at each site. When required, major repairs and alterations may be completed at an ESSM facility or other facility when determined to be more cost effective.

- (3) A three tier spare parts system will support the pre-positioned equipment. Level 1, contained within the equipment response containers, includes immediate use parts such as belts, filters, and hoses. Level 2 parts, maintained at the 3 Strike Teams, will support extended use situations to include items such as injectors, spare skimmer outriggers, boom and pumps. Level 3 parts are overhaul type items. All level 3 parts will be maintained at an ESSM facility for national distribution when required.
 - (4) The national maintenance contract provides for post-deployment inspection and repair by the ESSM contractor. This will include equipment used during a training exercise. For this reason, the NSFCC will coordinate all training exercise schedules with district (m) to reduce maintenance and repair costs for associated equipment. Following each use, the determination will be made either to return the equipment to its pre-positioned site if satisfactory or deliver it for depot cleaning and repair prior to return.
 - (5) The NSFCC will maintain an information management system which will track equipment by packaging, quantities by individual type/system, and maximum systems available. The system will also track the following: drawings, part numbers, preventative maintenance system (PMS), spare parts requirements, costs, MEPALT's, equipment locations and readiness status.
- d. Warranties. Generally, the pre-positioned equipment is warranted against latent manufacturing defects. Specific inquiries concerning the applicability of warranties to particular defects and warranty procedures should be addressed to Commandant (G-ECV).
 - e. CASREP and MEPALT Procedures. District (m) is responsible for ensuring that pre-positioned equipment casualties are reported and corrected. Casualties requiring service will normally be corrected by the ESSM contractor. Casualties shall be reported in accordance with reference (c) with a copy to Commandant (G-MEP),

Commandant (G-ECV) and NSFCC. In accordance with reference (d), Commandant (G-ECV) may provide additional funding for equipment casualties which result in repair costs exceeding \$2,000. Requests for alterations to correct deficiencies or improve the equipment performance (MEPALT), and requests for major maintenance funding should be submitted in accordance with reference (d).

10. TRAINING AND QUALIFICATION.

- a. NSFCC Responsibilities. The NSFCC is responsible for national oversight of the training and qualification program. The NSFCC will develop an effective training and qualification program which will include qualification of designated NSF, DRAT and DRG personnel as Pre-Positioned Equipment Supervisors.
- b. District Responsibilities. District (m) is responsible for ensuring that training on the deployment and operation of pre-positioned equipment is conducted at each site. This shall include, at a minimum, deployment of pre-positioned equipment as part of a training exercise at each site at least once every two years. A variety of vessels, both commercial and Coast Guard, should be used as VOSS platforms to gain experience with system capabilities and problems. Training exercise schedules must be coordinated with the NSFCC national maintenance program schedule. Any training exercises and subsequent maintenance above those which are scheduled with the NSFCC in accordance with this instruction must be funded by the district.
- c. Training. A two tier training approach for pre-positioned equipment will include technical training for Pre-Positioned Equipment Supervisors and familiarity training for DRG and private contractor support personnel. Initial training will be conducted by the Strike Team following delivery of equipment to each site.
- d. Qualification. The NSF will direct a qualification program for Pre-Positioned Equipment Supervisors. DRAT Cleanup Equipment Specialists and selected DRG and NSF personnel may be qualified under this program. Strike Team Commanding Officers will issue letters of qualification with a copies to district (m) offices and unit commanding officers. The NSF will maintain a list of all qualified Pre-Positioned Equipment Supervisors for national and district planning.

11. DEPLOYMENT AND OPERATIONS. Incident response requires a prearranged plan to effect equipment movement, setup, operation, demobilization and return to operational status. The NSF and district (m) will coordinate a transportation network to provide rapid deployment of spill resources to the scene of an incident.

a. Transportation.

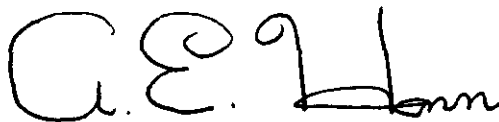
- (1) District (m) should ensure that Basic Ordering Agreements (BOA's) exist that provide for rapid transportation of the equipment to the pollution scene. BOA modifications should be coordinated with the cognizant maintenance and logistics command.
- (2) District (m) will arrange and be responsible for transporting the required equipment to the spill site by using their local transportation network. If the spill requires pre-positioned equipment from more than one district, both districts will coordinate logistics and transportation required to move equipment to the spill site. If the spill requires air transportation, the NSF will assist in arranging air transportation and will coordinate movement of the equipment to the air transport location with the district office.
- (3) The NSF will maintain a logistics information system which tracks government and commercial transportation information. The information system will be available to response personnel and will include Memorandums of Understanding, Interagency Support Agreements, and exportation and importation regulations.

b. Means of Deployment/Planning.

- (1) Except as otherwise authorized by the Federal On-Scene Coordinator (FOSC), a qualified Coast Guard Pre-Positioned Equipment Supervisor shall be on-scene to direct equipment deployment. Equipment may be deployed by trained Coast Guard, contractor or other support personnel under the direction of a qualified Coast Guard Pre-Positioned Equipment Supervisor. The qualification, training and availability of Coast Guard and contractor personnel should be assessed by district (m) for each site. Based on this assessment, district (m) should plan for primary and alternative means of rapid deployment and ensure that these plans are incorporated into area contingency plans and district standard operating procedures. Where appropriate, BOA's should be modified to provide for trained contractor personnel to support deployment operations.
- (2) District (m) is responsible for ensuring that a vessel of opportunity is made available when needed. The VOSS may be deployed on either Coast Guard or commercial vessels. Vessels should be selected in accordance with guidelines provided in reference

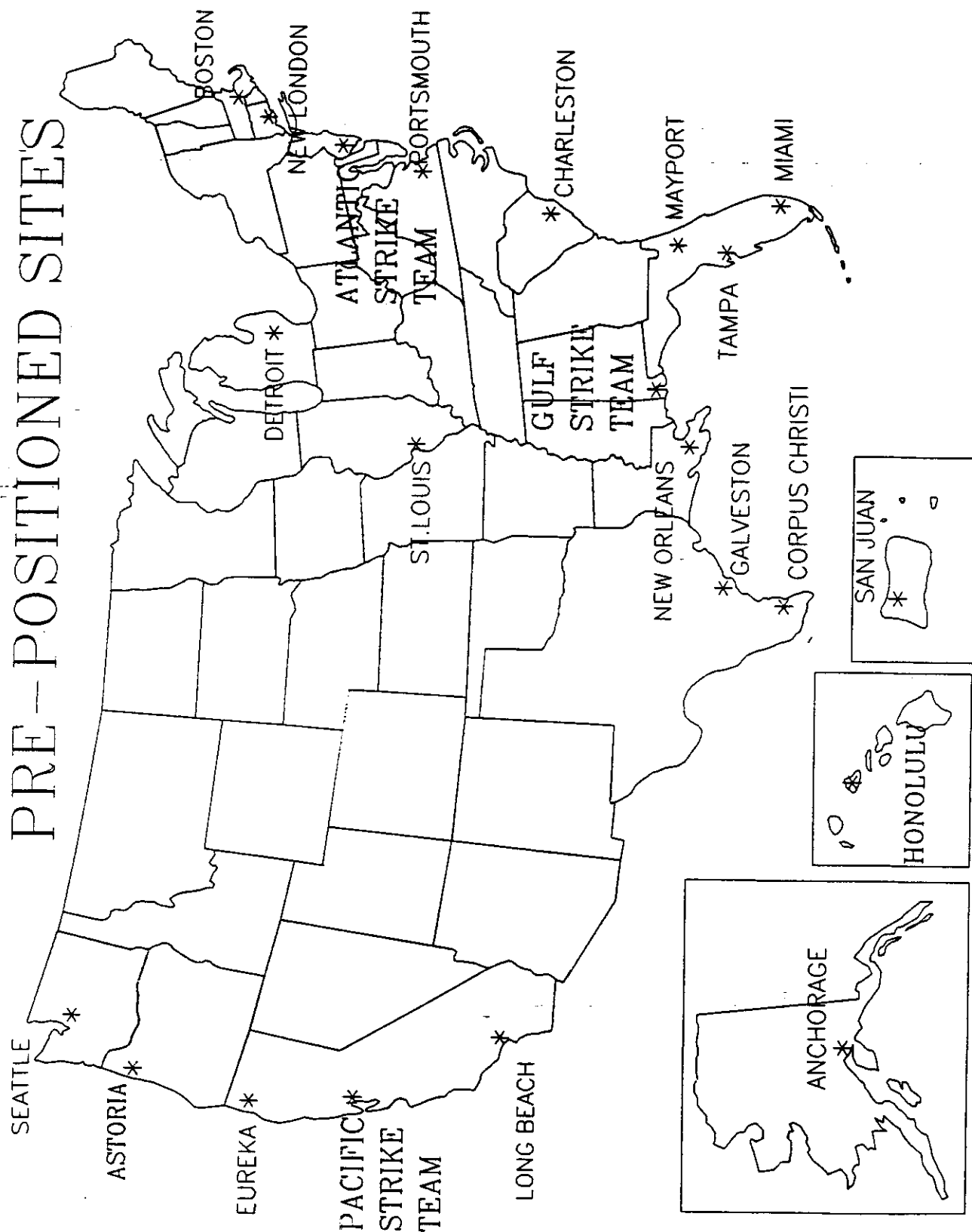
- (e). District (m) should assess the capability and availability of Coast Guard and commercial vessels at each site. When a vessel other than a Coast Guard vessel is used to deploy pre-positioned equipment, if practicable, an NSF Pre-Positioned Equipment Supervisor should be present before use. District (m) should plan for primary and alternate vessels of opportunity and incorporate these plans into the area contingency plan. If practical, district (m) should use primary and alternate vessels during training exercises to ensure familiarity with particular vessel characteristics.
- c. Assembly. Except as otherwise authorized by the FOSC, a qualified Coast Guard Pre-Positioned Equipment Supervisor shall be at the designated on-scene staging area to supervise equipment assembly.
- d. Operation. Equipment shall be operated in accordance with operation and maintenance manuals provided with the equipment, references (e)-(i). Normally, DRAT personnel will not be required to supervise extended underway operations of pre-positioned equipment. DRAT personnel may be relieved when a qualified NSF or DRG Pre-Positioned Equipment Supervisor arrives on scene to allow the DRAT to coordinate other logistics requirements.
- e. Disassembly, Cleaning and Repair. The qualified Coast Guard Pre-Positioned Equipment Supervisor in charge will ensure that equipment is disassembled and removed from any vessel of opportunity in a timely manner. The Pre-Positioned Equipment Supervisor should coordinate with DRAT Cleanup Equipment Specialist and the NSFCC to determine the extent of cleaning and maintenance necessary. The NSFCC may call in the maintenance contractor to determine if post-operational preventative maintenance should be conducted at the pre-positioned site or whether requirements dictate that the equipment be transported to another site for in-depth cleaning, refurbishment, repair and repackaging before returning it to ready status. If required, arrangements shall be made to acquire services for cleaning on-site by a contractor before shipping equipment. Cleaning and repair following an actual oil spill will normally be charged against the Federal Project Number.
12. FORMS AND REPORTS. District (m) and Strike Team Commanding Officers are requested to report lessons learned, equipment performance and incident summaries to NSFCC with copies to

Commandant (G-MEP) and Commandant (G-ECV) after each training exercise or incident.



A. E. HENN
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SECURITY AND ENVIRONMENTAL PROTECTION

Encl: (1) Pre-Positioned Equipment Sites
(2) Pre-Positioned Equipment Description



Pre-Positioned Equipment Description

Each site will receive the following equipment:

Vessel of Opportunity Skimming System (VOSS)

Manufactured by: Hyde Products Cleveland, OH.

System packaged in two 14'L X 8'W X 7'H water tight containers with double doors at both ends and lifting bridle provided. Each container is split packaged and can outfit one side of a vessel.

The VOSS consists of:

- 2 14' x 8' containers each storing half of the equipment listed below each weigh approximately 11,000 lbs.
- 2 Auger screw pump Weir Skimmers, DESMI 250 with fluid oil adapters to improve efficiency, output is 190 GPM each through 4" discharge fittings.
- 2 Hydraulic Control Panels with compressors. Each panel controls skimmer speed, weir height (air ballast) and has separate controls for the submersible off-loading pump.
- Twelve 50'x1" hydraulic hoses, six 50'x 1/2" skimmer pump case drain hydraulic hoses, four 50'x 3/8" air and eight 50'x 4" discharge hoses with adapters and floats.
- 2 Davits, outriggers (42 feet each), outrigger floats and two sets of fixed and running rigging.
- 4 sections (50 feet each) external tension line foam boom 43" total height (18.5" freeboard).
- 2 Sets of tool boxes, spare parts and repair kit.
- 2 Sets Operations/Maintenance manual, drawings and PMS cards.

The VOSS Skimmers and Centrifugal Off-loading Pump are powered by a Diesel Hydraulic Prime Mover also packaged in each VOSS container however supplied by another contractor.

Manufactured by: Marine Pollution Control, Detroit, MI.

- 2 Prime Movers (88 HP Deutz Diesel with Hydraulic pump output of 50 GPM at 3000 PSI; 1,735 lbs. each).
- 2 Kvaerner Eureka CCN-150 Submersible Centrifugal Off-loading Pumps capable of off-loading up to 1300 GPM each. Stainless steel pump weighs 196 lbs., has a 12" diameter and 6" discharge to facilitate fast decanting and off-loading the collapsible barge or lightering oil and chemicals from other barges/tankers through a butterfly hatch.
- Twelve 50'x 6" discharge hoses, twelve 75'x 1" hydraulic hose, four 10'x 1" hydraulic hoses, six 75'x 1/2" pump case drain hydraulic hoses, two Y flow divider blocks, two 6" to 4" adapters, and 4 fuel lines. Two 10' hydraulic hoses and a flow divider block allow one prime mover to operate two VOSS skimmers.
- 2 Sets operations and maintenance manuals, drawings and PMS cards. Two year supply of engine oil and filters. The prime mover's fuel is provided in two 55 Gal collapsible and two steel fuel drums (2 drums per prime mover) purchased by separate contract.

Pre-Positioned Equipment Description

Portable Inflatable Collapsible Barges

Manufactured by: Lancer Industries Inc., Auckland, NZ.

- The barge when inflated and full of product (28,000 Gal.) has the following dimensions 51'L X 18'W X 8'D
- 2 Collapsible Barges are provided with each VOSS consisting of the following equipment for each barge:
 - Helicopter transport net (barge in net with blower weighs approximately 1,900 lbs.).
 - Electric air blower, extension cord and filler hoses.
 - Barge lifting bridle.
 - Towing line (300 feet) and bridle (barge in container weighs approximately 2,600 lbs.).
 - Barge top cover with flaps for hose and submersible pump entry.
 - Shipping Container and lifting bridle.
 - Three 50'x 6" discharge hoses with floats.
 - Repair kit, manuals and PMS cards.

Foam Filled Oil Containment Boom

Manufactured by American Marine Inc. (AMI) Cocoa, FL.

Each site gets 5,000 feet of boom in 10 water tight aluminum containers with 500 ft. in each container. Containers have double doors on one side for deployment and a small rigging storage compartment door on the back.

- Overall boom height is 42" (15.5" freeboard). Boom is fabricated in 50' sections with ASTM compatible slide end connectors.
- Water tight container is 8.3'L X 7.9'W X 8'H with lifting bridle.
- Two 150' towing lines and boom attachment bridles.
- Spare parts and repair kit.
- Two operations, maintenance manuals, drawings and PMS cards.

Locks

All containers and trailer spare tires are secured with locks all keyed alike. This facilitates access by the national maintenance contractor and other Coast Guard personnel commands when equipment is shipped across district boundaries for major spill responses.

Inflatable Oil Containment Boom (Strike Teams Only)

Manufactured by Oil Stop, Inc. Harvey, LA.

Each Strike Team gets 5 staging units. A staging unit is comprised of:

- 2 hydraulic powered boom reels
- 656 feet of inflatable boom on each reel
- 1 diesel-hydraulic prime mover
- 1 air blower
- 1 repair/spare parts kit
- 1 staging unit lifting gear

Pre-Positioned Equipment Description

- Overall boom height is 48" (18" freeboard). Boom is fabricated in 82' sections with ASTM end connectors.
- Boom reel/frame has dimensions 85"x 85"x 89", weight 2000 lb
- Prime mover and air blower are an integral unit; weight 200 lbs, dimensions 39"x 32"x 24"
- Two 150' towing lines and boom attachment bridles.
- Spare parts and repair kit.
- Two operations, maintenance manuals, drawings and PMS cards.

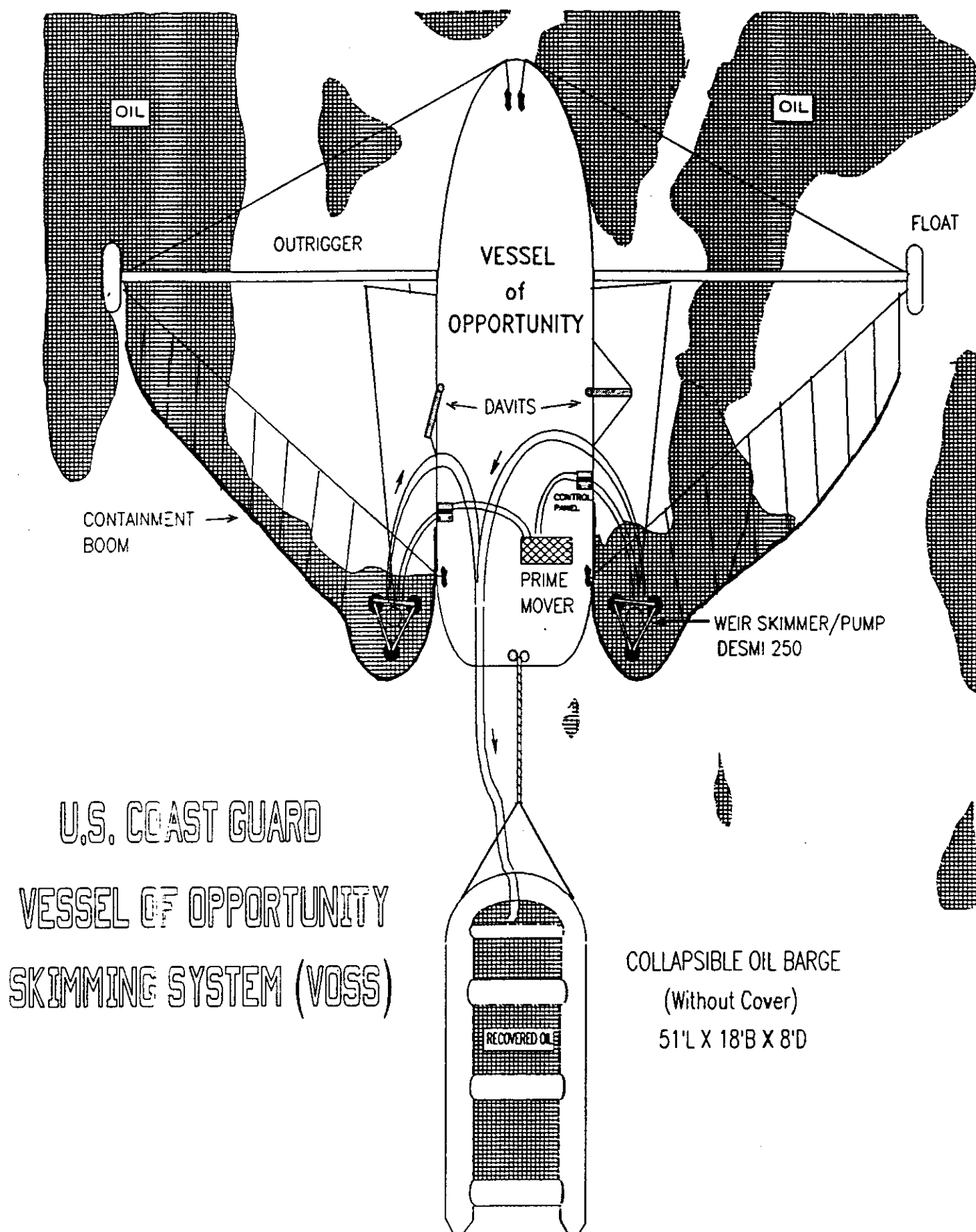
Low-Bed Trailers

Manufactured by: MCT Industries, Albuquerque, NM.
Each site gets 4 trailers with equipment stored on them in ready loads.

- One 48' trailer for VOSS, Prime Movers and Barges.
- Three 42' trailers for Foam Boom; Two with three containers and one with four containers.
- Each trailer has two loading ramps, one spare tire and tie down rings.
- Two operations, maintenance manuals, drawings and PMS cards are stored in a box under the trailer bed.

C-130 Aircraft Pallets

Excess property aluminum 7'x 9' aircraft pallets will also be provided to facilitate transporting equipment on C-130 aircraft. One VOSS (two containers) and two barges can be loaded and transported on a single C-130 aircraft.



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